



UPPER LIMIT AVIATION

SCHOOL CATALOG

FALL / 2011

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ULA AT A GLANCE

ULA is a helicopter-rotorcraft flight training school with the objective of helping students achieve career goals and meet the standards set by the aviation industry in providing comprehensive courses and training.

PROGRAMS AND COURSES (ULA)

Certified Flight Instructor (CFI)

courses included:

Private Pilot Certificate

Commercial Pilot Certificate

Certified Flight Instructor Certificate

Certified Flight Instructor— Instrument Rating (CFII Program)

courses included:

Private Pilot Certificate

Instrument Rating

Commercial Pilot Certificate

Certified Flight Instructor Certificate

Certified Flight Instructor Instrument Certificate

special curricula courses:

Turbine Transition

SFAR 73

R22 Transition

R44 Transition

Mountain Flying

External Load

PROGRAMS (SLCC)

Applied Associate of Science in Professional Pilot

Associate of Science in Professional Pilot

Professional Pilot Certificate Program

STUDENT BODY PROFILE

AS OF SPRING 2011 ENROLLMENT

Total enrollment: 80

FAR Part 141: 70%

FAR Part 61: 30%

SLCC students: 60%

Veterans: 33%

Male: 91%

Female: 9%

Student to instructor ratio: 1:1

Student to aircraft ratio: 8.4:1

OUR MISSION

ULA is dedicated to producing skilled, knowledgeable pilots equipped to support the needs of the aviation industry. Through our commitment to the integrity of standardized training, we cultivate an environment of involvement, camaraderie and dialogue. While providing consistent curricula, our instructors are taught to progress with advanced courses and techniques. We work within the aviation industry to determine the skill sets required for students to succeed in a highly competitive market. By providing a safe and dynamic learning environment, our students gain the understanding that their success is our success.

We achieve our mission through:

Quality: We set and achieve high standards in everything we do.

Integrity: No compromise of long-term goals for short-term gain.

Safety: Our number one priority is to provide a safe facility for all.

Fulfillment: We strive to develop our talents and enjoy our work.

Teamwork: A staff built on open communication and respect.

Fun: We love what we do.

Lois Reid *School Director, Owner*
 Sean Reid *Chief Flight Instructor, Owner*
 Michael Gerlicher *Chief Flight Instrument Instructor*
 Jason Davis *Assistant Chief Flight Instructor*
 Chris Mackle *Director of Operations, CFII*
 Raymond Walchli *Director of Maintenance*
 Tricia Reesor *Chief Financial Officer*
 Jess Roy *Director of Admissions*
 Marshall Murdock *Admissions Counselor*
 Archie Hennessey *Admissions Counselor*
 Kate Kosik *Admissions Admissions Counselor*
 Alex Schroetlin *Project Manager*
 Callie Manion *Office Administrator*
 Erica White *Office Administrator*

Lynn Higgins *CFII Safety Director / Check Instructor*
 Jason Askins *CFII Check Instructor*
 John Carney *CFII Check Instructor*
 Mike Tinervia *CFII Check Instructor*
 Scott Barnes *CFII*
 Jason Legge *CFII*
 Justin Miller *CFII*
 Jon Bowling *CFII*
 Mike Mower *CFI*

BOARD

Peyton Robinson *Tax Advisor*
 Scott Shupe *Life Flight Pilot*
 Judy Robinette *Business Consultant*
 Lynn Higgins
Deputy State Aviation Officer, Utah Army National Guard
Utah State Rotary-wing Standards Officer
Commander, Rear Detachment 50, OSAA

Upper Limit Aviation (ULA), located in Salt Lake City, UT, was founded in the spring of 2004 by Lois Reid and Sean Reid, her son and business partner, as a single-aircraft flight school operating under FAR Part 61 and FAR 91 commercial operations. In May of that year, ULA obtained its first Part 141 certification. Within two years the fleet grew and work began on the current hangar/office facility.

In 2006, ULA was able to train from Private Pilot to Certified Flight Instructor under FAA part 141 and became the only helicopter flight school in Utah to be registered as a Post Secondary School with the Department of Commerce and Division of Consumer Protection. In early 2007, Upper Limit began working with Salt Lake Community College (SLCC) in an effort to leverage the potential synergies of both parties. This exclusive partnership has been a catalyst for new ideas and for ULA to improve and further develop its curricula.

Currently, with 11 FAR Part 141 certificates, ULA offers flight training under both FAR Part 141 and Part 61. Additionally, ULA is able to host international students and is eligible to utilize VA benefits for those who qualify.

SALT LAKE COMMUNITY COLLEGE

Salt Lake Community College (SLCC) is a public, open-access, comprehensive community college committed to serving the broader community. Its mission is to provide quality higher education and lifelong learning to people of diverse cultures, abilities and ages, to serve the needs of community and government agencies, business, industry and other employers.

Since 2007, Upper Limit Aviation (ULA) has been uniquely partnered with SLCC and Cornerstone Aviation (CSA) to offer a Professional Pilot Program for both helicopter/rotorcraft and fixed-wing aircraft. Both are FAR Part 141 schools offering a thorough, standardized curriculum.

Students have the option of enrolling in either Associate of Science (AS) degree program or the Professional Pilot Certificate Program. This allows access to the financial aid, academic counseling and support infrastructure of the fourth largest community college in the nation.

Upper Limit Aviation's flight training courses, including its special curricula courses, have been approved by the Veteran's Affairs Administration to provide benefits under Chapters 30, 31, 1606 and 1607 of the G.I. Bill.

- high school diploma, GED certificate or equivalent
- valid photo I.D.
- passport or birth certificate
- second-class medical certificate

This allows those who have served in one of the various branches of the military to use their benefits towards flight training.

CREDIT FOR PREVIOUS TRAINING

Those who have served active-duty post-9/11 may be eligible for Chapter 33 benefits by enrolling in the Associate of Science in Professional Pilot program at Salt Lake Community College (SLCC).

Upper Limit Aviation will accept all previous ratings granted by the FAA. All applicable pilot certificates or ratings that the student currently holds will be applied towards the courses in which they enroll. Credit for previous pilot experience and knowledge, which did not result in a certificate or rating, will be applied towards the curriculum requirements of a course in accordance with FAR 141.77 or FAR 61.

SLCC offers benefits under Chapters 30, 31, 33, 1606 and 1607, including those for dependents and spouses. Additionally, if a student has exhausted all of their benefits under Chapter 30, they may be eligible to receive additional benefits under Chapter 33 through the college. If a student wishes to enroll for flight training and plans on using GI Bill education benefits they must first complete and submit both their application and course enrollment certificate (1990-22 and 1999-22) to the VA before their Certificate of Eligibility can be processed.

STEPS FOR ENROLLING IN ULA

Benefits are highly individual. ULA does not have the ability to adjudicate which type of benefit a student will receive. However, ULA's staff can assist those who qualify with the appropriate forms and necessary paperwork.

1 Visit ULA facility: A tour of the facility will give students a better understanding of the classroom area, training and utility aircraft, the class B (bravo) airspace and the high traffic runways adjacent ULA's hangar.

VA students are required to obtain all training through FAR Part 141 and have a minimum of a second-class medical certificate throughout their training.

2 Take an introductory flight: Upper Limit Aviation believes that taking a flight in which a potential student learns the safety procedures and controls of the primary training aircraft is the best way to determine if flight training is the right career path.

COMPUTER ASSISTED TESTING CENTER (CATS)

Upper Limit Aviation is a certified Computer Assisted Testing Service (CATS) center. As a student progresses through their training, each certificate or rating requires at least one FAA written test. Through its CATS center, ULA has the ability to administer all FAA written exams.

3 Obtain a second-class medical: While not required by the FAA, Upper Limit's school policy is that all students must obtain a minimum of a second-class class medical before beginning training.

REQUIREMENTS FOR ADMISSION

A student must:

4 Financial aid: Funding is a necessary component to flight training. Upper Limit Aviation recommends any student considering enrolling, either directly or through SLCC, secure funding prior to beginning their training. Through ULA, alternative loans through financial institutions are available to those who qualify.

- Be 17 yrs at the start of training
- Be 18 at time of Private Pilot FAA written exam
- Be able to read, write and speak English

5 Fill out enrollment application and Enrollment Forms: A member of ULA's staff will go over each stage of the enrollment paperwork with the enrollee, including that which is required by the Transportation Safety Administration. If a student feels, for any reason, they may not be able to pass the TSA General Aviation badge background check required of all aviation students, please contact ULA.

A 72-hour cooling off period is required between date of enrollment and date of training. All signed contracts can be rescinded within this period and all monies on account refunded.

STEPS FOR ENROLLING IN SLCC

1 Apply for admission: If you have never attended Salt Lake Community College (SLCC) or have not attended for more than 2 years, you need to complete an Application for Admission and submit it with a non-refundable \$40 application fee before registering for classes. Apply online by visiting www.slcc.edu. For more information please call (801) 957-4073.

2 Take your placement assessment: All matriculated students are required to take a placement assessment called the Accuplacer (or submit ACT or SAT scores). This assessment helps determine your skill level in the areas of reading, English, and mathematics. You must complete placement assessment before registering for any classes. The Accuplacer Assessment is currently administered daily on a walk-in basis at Taylorsville Redwood, South City, and Jordan Campuses. Call the Testing & Placement Center at (801) 957-4269 for additional information.

3 Apply for financial aid: Apply on-line at www.fafsa.ed.gov or contact the Financial Aid Office at (801) 957-4410.

4 Attend orientation: New students need to complete an orientation before registering for classes. Students completing an orientation will be given early registration. New students should register for a QuickConnect orientation by calling (801) 957-4073. Those who cannot attend an orientation on campus can complete the NetConnect orientation, an online option. To access the online NetConnect, visit www.slcc.edu/orientation.

5 Meet with an academic advisor: Advisors can assist students in interpreting placement scores, creating an educational plan and setting up a class schedule.

6 Register for classes: For on-line registration log-in to MyPage (if needed, select 'Need Your User/Pass' and follow instructions):

Select Student tab

Under Registration Tools, select Add/Drop Classes

Select a Term and submit

Type CRNs (Course Reference numbers), Submit Changes

OR select Class Search to search for courses

Select box to the left of the desired class and Register

7 Get your OneCard: Students must be currently registered and show positive photo ID to obtain a card. It is the official ID card for the college, and can be obtained at the following locations:

Jordan Campus, HTC (Courtesy Desk)

Taylorsville Redwood Campus, SC (Courtesy Desk)

Sandy Center (B108D)

South City Campus (Room E148)

8 Purchase a parking permit (if needed): Parking Permits are required at many of the SLCC campuses. Parking without a permit is available at parking meters. To obtain a parking permit, bring in your current vehicle registration. For information visit:

www.slcc.edu/parking or call (801) 957-4011.

9 Arrange for payment: You have the option of paying online through MyPage with a check, savings account transfer or credit card. You may also pay by phone (801-957-4459), by mail or visit one of the five Cashier locations and pay in person.

10 Enroll concurrently with ULA: All students in the Professional Pilot Program must also enroll at the associated flight school (ULA for helicopter/rotorcraft, Cornerstone Aviation for fixed-wing).

FINANCIAL ASSISTANCE

ULA

Upper Limit Aviation provides flight-training lessons as a privately owned, nationally accredited post-secondary school and for Salt Lake Community College (SLCC); for those who qualify financial assistance may be available. ULA currently offers private career training loans and student loans through Mountain America Credit Union.

SLCC

Salt Lake Community College (SLCC) has the resources, through its financial aid department, to offer its students federal and state grants, federal student loans, federal work study, institutional scholarships and non-institutional scholarships in addition to traditional loans. For more information on how to apply for financial aid through SLCC or to make an appointment with a financial aid advisor please visit: <http://www.slcc.edu/financialaid/index.asp>

FINANCIAL ASSISTANCE ADVISING

Upper Limit is available to advise students on current course costs, and current lenders. However, financial assistance varies greatly between individual students and is dependent upon a variety of factors including credit scores, co-signers and the current financial market. Please note that ULA does not have the ability to determine a student's eligibility for financial assistance.

LEAVE OF ABSENCE

For any time period exceeding 14 calendar days students may request a leave of absence. A leave of absence is viewed as a temporary interruption to a student's attendance and must be non-academic in nature. Students must submit a written request or meet with and discuss requested leave with their flight instructor or Upper Limit administration. Notations regarding leave and expected return date will be made in the student's folder.

If it becomes necessary for a student to take a leave of greater than two weeks, the student should notify ULA staff immediately so that further notations may be made. If a student's total leave of absence without notification exceeds 30 days after date of expected return, they will be withdrawn from the course. A refund of any monies on account will follow within 30 days.

WITHDRAWAL POLICY

Students may voluntarily withdraw from a course, without penalty, at any time. Students may re-enroll in said course and will be given credit for training previously completed.

If a student is withdrawn from any course through probationary measures, they may submit a written request to the Chief Flight Instructor for reinstatement. The Chief Flight Instructor will then review the request and within seven business days arrange a meeting between the student, their primary instructor, the School Director and the Chief Flight Instructor. The student will be re-enrolled if it is the consensus of the group that benefit will be gained from continued enrollment in the course.

PROBATION AND TERMINATION POLICY

A student is subject to probation for any of the following reasons:

Failure to maintain satisfactory progress or as otherwise determined by the Chief Flight Instructor.

Failure to comply with the school's student conduct policy.
Failure to comply with the school's attendance policy.
Failure to meet all financial obligations to the school.
Violation of any of the conditions as set forth and agreed to in the Enrollment Agreement.

A student may be placed on probationary status for a period of 4 weeks. The student will be advised of the status in writing and offered guidance in correcting the problem. If after 4 weeks, the student fails to fall into compliance with the noted condition, policy, or standard, he/she will be withdrawn from the course.

Failure to strictly adhere to the procedures established in Upper Limit Aviation Safety Procedures and Rental Agreement may result in dismissal from the school. In addition, students shall be subject to dismissal if found:

Destroying or damaging school property
Using or being under the influence of alcohol or illegal drugs while on school property or attending school.
Using alcohol in a manner that violates FAR 91.17.
Exhibiting violence or disrespect toward any school staff member or another student.
Cheating on FAA or school exams

DRUGS, ALCOHOL AND FIREARMS POLICY

If a student exhibits any violation of FAR 91.17, or mentions the excessive use of drugs or alcohol and students or staff express concern, the student may be subject to drug and alcohol testing. Refusal to submit to testing may result in the denial of an application for a certificate or rating or the suspension or revocation of any certificate or rating (FAR 61.16).

Students must contact their instructor within 24 hours of receiving any arrest for a DUI. The Chief Flight Instructor and School Director will be informed, and the student will be placed on immediate probation and scheduled for a flight review. If it is found the student failed to inform their instructor upon receiving a DUI arrest, they will be immediately withdrawn from the course.

As per the Transportation Safety Administration (TSA), firearms are not allowed on airport property. All of the area beyond the ULA's locked security door fall under the parameters set by TSA. Firearms, with proper permit, are allowed within the front office but must be removed before entering the hangar.

SCHEDULING

It is recommended that a student check the online schedule prior to their flight in order to confirm the schedule and helicopter status.

The scheduling of helicopters is on a first-come-first-served basis. Students must schedule their flights through Skyscheduler with the recommendation of scheduling several weeks of flights in advance. Upper Limit Aviation is not responsible for lost flight time due to another pilot's actions or down time due to helicopter maintenance. If a scheduling or maintenance problem arises, students will be notified of the helicopter's current status. Every effort will be made to return helicopters under maintenance to service as soon as possible. However, our number one consideration is safety.

NO SHOW / CANCELLATION POLICY

The online flight-scheduling system does not allow cancellations within 24 hours of any given flight. Students must call the Upper Limit office for cancellations within this time period. Lessons that are not canceled within 24 hours of the scheduled time will be billed a no show fee. Additionally, lessons will be cancelled if students do not arrive within thirty minutes after their scheduled time and will be charged a no show fee.

The no-show fee schedule is as follows:

First occurrence \$100.00,

Second occurrence \$200.00

Third and additional occurrences \$200.00.

RENTAL REQUIREMENTS

Students must meet the following requirements before Upper Limit Aviation will release a helicopter into their possession:

Personal possession of pilot certificate and current medical.

Proof of current flight review as shown in files or log book.

Proof of day and night currency for carrying passengers.

Account status.

INSURANCE COVERAGE

Upper Limit Aviation carries insurance coverage as the owner/operator of the helicopter. While ULA or employees of ULA are operating the helicopter for training or 135 operations, coverage is a maximum amount of \$1 million

combined single limit of liability for bodily injury and property damage, with a sub-limit of \$100,000 per passenger for passenger legal liability, as well as \$5,000 medical coverage per person.

Student pilots flying ULA aircraft have personal liability coverage of \$300,000, each occurrence is \$100,000 per person. Normally, this coverage does not protect the renter pilot in the event that action is sought against the renter pilot as well as the owner/operator. In the event of an accident, the deductible amount for which the student is responsible for is as follows: One half for pilot in command and one half for Upper Limit Aviation.

However, If the pilot responsible for any loss or damage caused by negligence, gross negligence, or willful misconduct, the pilot shall indemnify Upper Limit Aviation and hold it harmless from and against any liability to other persons and any costs, damages, or loss, including court costs and reasonable attorneys' fees, arising from use of the helicopter. Please be advised that it is not possible for students to purchase insurance to cover this liability, which you may have to be satisfied out of personal assets.

RENTERS INSURANCE

Students should contact the Aircraft Owners and Pilots Association (AOPA) regarding renter's insurance. Applications are available at www.aopaia.com/renterpilot or by calling 1-800-622-AOPA (2672). Additionally, Students can contact STARR Aviation regarding renter's insurance. Contact: Jim Anderson; (480) 586-3601 or Jeffrey Tippins; (404) 260-1356 for application information.

PAYMENT ON ACCOUNT POLICY

Students of Upper Limit Aviation are not required to pay for training in advance. ULA requires only that a student's account remain current. Positive account balances will be limited to \$25,000.00. An account is considered overdue if it is not brought current on the Friday of the week flown or reaches a balance of \$1700.00 within any given week. Students will not be allowed to schedule flights if their account is overdue.

In the event that a student is past due on any or all accounts, and after reasonable attempts have been made to rectify the situation, Upper Limit Aviation reserves the right to ensure all funds are paid in full through a collections agency.

Students of Salt Lake Community College's (SLCC) Professional Pilot Program are not required to have monies on account at Upper Limit. All flight and ground lessons done at Upper Limit Aviation must be paid for by the students' OneCard. Acting as a debit card, all funds being deposited on to the OneCard flight account through the cashier's office at SLCC. Students are required to have a minimum of \$500.00 for flight or \$250.00 for ground or simulator lessons on their card.

REFUNDS

Upper Limit Aviation follows a 100% Pro-Rata refund policy. All positive account balances are refundable. Upon receiving a written or verbal request for a refund, including those made during the required 72-hour cooling off period, ULA will issue funds remaining on account within 30 days of receiving said request. If a student has withdrawn from the course or if the school has had no contact with a student for 30 days, resulting in an unofficial withdrawal, ULA will issue a refund within 30 days.

GIFT SHOP RETURN POLICY

Upper Limit Aviation accepts returned items for up to 30 days after the date of purchase. The acceptance of any returns after 30 days will be at the discretion of Upper Limit Aviation management. A receipt must accompany all returns, and all items must be returned in new condition.

Items that will not be accepted for return include, but are not limited to: earplugs, ear covers or seals, mike muffs, dated materials (aeronautical charts, J-aid, manual services), expired items and specialty items.

COMPLAINT POLICY

Student concerns or complaints should first be brought to the attention of the student's primary flight instructor. Complaints that are not satisfactorily resolved at this level should be discussed with the School Director or Assistant Chief Flight Instructor. Any issues will be brought to the attention of the Chief Flight Instructor.

If the student does not believe that he/she has received an adequate response, the student should then submit the complaint in writing to the School Director. The School Director will then have a written response within 5 days.

Instructors at ULA are trained to recognize hazardous attitudes in their students and supply them with coping strategies. This gives the student the ability to deal with the stresses that could ultimately put them and their instructor at risk.

Upper Limit Aviation's instructors and administrative staff follow seven basic rules:

- Motivate Students
- Keep Students Informed
- Approach Students as Individuals
- Give Credit When Due
- Criticize Constructively
- Be Consistent
- Admit Errors

Flight training at ULA is one-on-one with six classrooms available for use, accommodating one instructor and a single student. When an instructor deems group ground instruction beneficial a larger classroom/conference area is available. Each room is equipped with teaching tools that allow the student to learn in an effective and efficient manner.

LEARNING RESOURCE SYSTEM

Upper Limit Aviation maintains an extensive aviation library to which students have access. Continually updated and expanded based on the needs of students, instructors and lesson plans, the collection is available for checkout at any time and the resources are supplemental to the training program. Additionally, ULA computers are available for use at any time and the facility is equipped with a student wireless network for personal computers.

To increase a student's overall industry knowledge, participation and attendance are encouraged at the annual Heli-Expo trade show and Heli-Success seminar. To increase familiarity and knowledge of specific topics, ULA hosts student seminars throughout the year. Students are further encouraged to register in the FAA Safety Program Airmen Notification System, allowing students to become aware of FAA sponsored events designed to increase airman skills and aviation safety.

LOCATION

With a facility at the Salt Lake International Airport (SLC,

4227' DA), ULA operates in Class Bravo (B) airspace. This location offers students daily practice in communication with air traffic control in busy and highly regulated airspace.

The majority of flights are done at high-density altitudes (above 5,000 ft.), allowing for increased instruction in power management and aircraft operation in power and lift limited situations. The close proximity of the Wasatch and Oquirrh mountain ranges introduces students to flying in the unique wind and weather conditions associated with mountain terrain. It also allows for mountain and ridge-line training, confined area operations and high density altitude training (up to 8500').

AIRPORTS

Upper Limit Aviation is based at Salt Lake International (SLC). SLC has two parallel runways, two diagonal runways and separate general aviation ramp. The helpads adjacent to the ULA hanger are used for training flight and Air Med landings and departures.

For training purposes there are five controlled and uncontrolled airports within twenty minutes flight time of SLC that meet the requirements of FAR 141.38 for day and night flight operations. With a total of 7 instrument approaches, two (PVU and OGD) are used for training under instrument flight rules (IFR).

home airport:

Salt Lake International (SLC) Class B VFR/IFR, controlled

training airports:

Bolinder Field Tooele Valley (TVY) Class G VFR, uncontrolled

South Valley Regional (U42) Class G VFR, uncontrolled

Provo Municipal (PVU) Class D VFR/IFR, controlled

Bountiful Skypark (BTF) Class G VFR, uncontrolled

Ogden Hinckley (OGD) Class D VFR/IFR, controlled

AIRCRAFT AND FLIGHT SIMULATOR

In accordance with the standards of the helicopter flight training industry, Upper Limit Aviation trains in Robinson piston helicopters. Also available for IFR and VFR training are Bell 206 B & L model turbine helicopters. All aircraft are maintained and owned by ULA and meet the requirements of FAR 141.39 & are equipped with the avionics for day and night flight as specified in FAR 91.205.

Students also have the opportunity to train in an FAA approved FlyIt Simulator®. The simulator is used primarily as a supplement to the instrument training course; however, it can be used for training in the private and commercial courses.

MEDICAL CERTIFICATE

While a third-class medical is all the FAA requires for student pilots, ULA and SLCC require all students to obtain a second-class medical. Additionally, the Veterans' Association (VA) requires all students using the GI Bill for flight training to have a second-class medical at all times.

With a current cost of \$85.00 students can obtain a medical from any FAA-authorized aviation medical examiner (AME). The FAA lists AME's by state, county and city at www.faa.gov/pilots/amelocator/.

1st class: First-class is designed for the airline transport pilot. For pilots under 40 years of age, first class medical certificates expire on the last day of the month they were issued, one year from the date of issue. For all others, they are valid until the last day of the month, six months after they were issued. The certificate holder may then only exercise the privileges of a third-class medical.

2nd class: Second-class is for the commercial pilot. Second class certificates are valid until the last day of the month, twelve months after they were issued. The certificate holder may then only exercise the privileges of a third class medical certificate.

3rd class: Third-class is designed for the student, recreational and private pilots. For pilots under 40 years of age, third class medical certificates expire on the last day of the month they were issued, five years from the date of issue. For all others, they expire on the last day of the month of issue, two years from the date of issue.

Special Issuance: Pilots who do not meet the requirements of a medical certificate may be issued one under a *Special Issuance*. A special issuance is a waiver for a disqualifying condition and is evaluated on a case-by-case basis depending on the class of certificate requested. Minor problems can be overcome by a special issuance from an Aviation Medical Examiner, while others require a special issuance from the FAA directly.

Restrictions: Restrictions may be placed upon a medical certificate to mitigate any concern for safety. For instance,

color-blind pilots are typically issued a restriction reading. In many cases, these restrictions can be removed through a *Statement of Demonstrated Ability (SODA)*, or a *Letter of Evidence* from the FAA.

FLIGHT LESSONS

A student's performance will be evaluated after each flight and documented in the student's grade folder. Upper Limit Aviation does not acknowledge incompletes (I), course repetitions nor does it offer non-credit remedial courses.

The instructor will evaluate each maneuver practiced using the following grading system:

- 1 – Excellent
- 2 – Above Average
- 3 – Average
- 4 – Below Average
- 5 – Unsatisfactory
- S – Solo
- D – Demonstration

GROUND LESSONS

Ground lessons are grouped into stages that are taught together with the corresponding flight stage. A written exam will be administered at the end of each stage. If the written exam is not satisfactorily completed with a score of 80% or higher, the student is required to retake the exam within 15 days.

Failure to achieve a score of 80 percent twice in a row will result in the student being placed on probation. If, after another 15 days, the student is unable to obtain a score of 80 percent on the exam, they will be withdrawn from the course.

STAGE CHECKS

Students must achieve an average score of 3 on each Stage Check before progressing to the next stage of training. If a student fails to achieve an average score of 3, they will be required to retake the Stage Check within 15 days.

Failure to achieve an average score of 3 twice in a row will result in the student being placed on stage check probation, which is separate from the school's general academic probation. If, while on stage check probation, the student is unable to obtain an average score of 3 they will be withdrawn from the course.

PROGRESS

Students are expected to maintain a consistent schedule in regard to their education. For this reason, we provide general time lines for course completion and not a specific number of days. However ULA asks all students to fly 3-4 times weekly and requires all students to complete their training within 150% of the normal program duration. For example, a two-year program must be completed in three. If, for whatever reason, an instructor feels that a student is not making suitable progress, the student will be placed on academic probation.

GRADUATION REQUIREMENTS

In order to be considered eligible for graduation a student must:

- Complete the minimum flight and ground training hours as outlined in the course syllabus.

- Complete all written tests administered during the course with a score of 80 percent or better.

- Successfully complete the stage checks and FAA checkride for the given course.

- Satisfy all financial obligations to the school.

Upon successful completion of each FAA rating, the student will be awarded an Upper Limit Aviation Certificate of Completion endorsed by the Chief Flight Instructor. A Certificate of Program Completion will be issued upon successful completion of the CFI or CFII program.

JOB PLACEMENT ASSISTANCE

By maintaining contacts within the helicopter industry, both locally and nationwide, ULA can assist students with resume development and by making referrals and coordinating job interviews when appropriate. While Upper Limit Aviation provides job placement assistance, the school does not guarantee employment upon graduation.

HELICOPTER AND INSTRUCTOR RATES

ACCREDITATION

Billing of flight time is done directly from the Hobbs meter of each helicopter. If the Hobbs meter is inoperative, for billing the tachometer time will be multiplied by 1.2 for local flights and 1.1 for cross-country flights.

AIRCRAFT RENTAL RATES (hourly)

R22 Beta II	\$ 211.00
R44 Raven II	\$ 456.00
Bell 206	\$ 1154.00
Flight Simulator	\$ 125.00
CFI Full-Down Training (R22)	\$ 300.00

INSTRUCTOR RATES (hourly)

Ground Instruction	\$ 55.00
Pre/Post Flight Safety Check	\$ 55.00

ADDITIONAL RATES* (hourly)

Fuel Surcharge R22	\$ 40.00
Fuel Surcharge R44	\$ 45.00

*Fuel prices are subject to change based on market conditions. All rates current as of April 2011

Upper Limit Aviation is a nationally accredited postsecondary educational institution, granted by the Accrediting Commission of Career Schools and Colleges (ACCSC).

By establishing, sustaining, and enforcing valid standards and practices ACCSC contributes to the development of a highly trained and competitive workforce through quality career oriented education.

ULA will, through ACCSC, be able to ensure the school and programs continue to achieve an established level of accomplishment on behalf of its students and graduates.

NOTES

All course hours are based on FAA minimums. Individual students may require more hours to obtain the desired FAA rating.

All course costs include the specified aircraft fuel surcharge at the hourly rate.

All information in this catalog, including staff, courses and costs are current as of September 1, 2010.

FINANCIAL AID

SLCC / 801.957.4661
WWW.NSLP.ORG
WWW.SLCSLOANHELP.COM
WWW.DL.ED.GOV

VETERANS AFFAIRS / GI BILL

SLCC Veterans' Center
801.957.4289 / 801.957.4399

US Department of Veterans Affairs,
Muskogee Regional Office
1.800.827.1000

WWW.VA.GOV
WWW.GIBILL.VA.GOV

PROGRAMS

CERTIFIED FLIGHT INSTRUCTOR (CFI)

Certificate Program / 24 months

413 clock hours total / 200 flight hours

The CFI certificate qualifies an individual for an entry-level position.

time received:

180 hours dual VFR flight training

5 hours dual IFR flight training

15 solo / supervised solo

113 hours ground instruction

100 hour pre and post flight briefing instruction

program courses:

Private Pilot Certificate

Commercial Pilot Certificate

Certified Flight Instructor Certificate

objective:

Students will obtain the knowledge necessary to meet the requirements for FAA exams and demonstrate through practical and written tests their ability to operate a helicopter as pilot in command within the aviation industry. Students will learn the problem solving skills for flight operations and obtain increased situational awareness with a focus on safety. Students will gain an understanding of the aerodynamics, components and flight instruments of the aircraft, specifically those of a Robinson R22 and R44, and Bell 206 including their limitations at high altitude.

description:

Part I – introduction to high altitude flying

With the majority of flight time occurring above 5000ft density altitude (DA), students learn how to determine DA and how high DA's will affect helicopter performance. Various flight characteristics and weight and balance considerations are also studied. Training includes extensive practice of run-on landings, auto-rotations, low rotor RPM, and max. performance takeoffs.

Part II – the mountain environment

Students learn about how mountain terrain affects environmental conditions and are trained in the reconnaissance techniques and procedures for performing pinnacle and confined area operations at high altitude.

CERTIFIED FLIGHT INSTRUCTOR INSTRUMENT (CFII)

Certificate Program / 24 months

525.5 cock hours total / 245 flight hours

The CFII certificate qualifies an individual for an entry-level position and contains an additional instrument rating.

time received:

180 hours dual VFR flight training

36 hours dual IFR training

15 hours solo / supervised solo

14 hours simulated dual IFR instruction

158 hours ground training

122.5 hours pre and post flight briefing instruction

program courses:

Private Pilot Certificate

Instrument Rating

Commercial Pilot Certificate

Certified Flight Instructor Certificate

Certified Flight Instrument Instructor Certificate

objective:

Students will obtain the knowledge necessary to meet the requirements for FAA exams and demonstrate through practical and written tests their ability to operate a helicopter as pilot in command within the aviation industry. Students will learn the problem solving skills for flight operations and obtain increased situational awareness with a focus on safety. Students will gain an understanding of the aerodynamics, components and flight instruments of the aircraft, specifically those of a Robinson R22 and R44, with the option of Bell 206 B and L series aircraft, including their limitations at high altitude. Instrumentation training will give the student the knowledge to translate information from the aircraft instruments into correct control response in the event Instrument Meteorological Conditions (IMC).

description:

*Part I – introduction to high altitude flying**

*Part II – the mountain environment**

**please see description under Certified Flight Instructor*

INDIVIDUAL COURSES PART 61

PRIVATE PILOT CERTIFICATION

Objective:

Students will gain all of the knowledge and skills necessary to successfully complete the Private Pilot Practical Test administered by the Federal Aviation Administration (FAA). The Private Pilot Rotorcraft rating is a prerequisite enrollment into the Commercial Pilot Certificate Course.

Description:

The ground component of the training will allow the student to gain the basic aeronautical knowledge to safely operate the helicopter within FAA guidelines. Areas of study will include: basic and advanced aerodynamics, the National Airspace System, meteorology and weather information, cross-country flight planning, and performance and limitations of the helicopter. The flight component of the course will give the student the skills to perform basic maneuvers including: take-off to and landing from a hover, various approaches and take-offs, hovering maneuvers and more. Gaining the ability to operate the helicopter in both towered and uncontrolled flight environments. In addition, the student will learn to successfully respond to emergency situations by learning to perform auto rotations, low rotor RPM recovery, and settling with power recovery.

Note: According to the FAA, the average Private Pilot certificate is now earned at 60-75 hours. To provide realistic expectations within a practical time frame, ULA has included these additional flight hours into the private pilot training.

PART 141

131 clock hours / Course completion: 8 to 30 weeks

faa requirements:

- FAA medical certificate
- Pass the FAA written knowledge test & practical exam
- Log 35 hours of flight, including 5 hours solo
- Log 35 hours of ground training

course includes:

- 55 hours dual VFR flight training (30 required)
- 5 hours solo flight training
- 41 hours ground instruction
- 30 hours pre/post flight

120 clock hours / Course completion: 8 - 20 weeks

faa requirements:

- FAA medical certificate
- Pass the FAA written knowledge test & practical exam
- Log 40 hours of flight including 10 hours solo

course includes:

- 55 hours dual VFR flight training (30 required)
- 10 hours supervised solo flight training
- 30 hours ground instruction
- 30 hours pre/post flight (20 required)

Part 141 ADD-ON RATING

44.5 clock hours / Course completion: 5 -12 weeks

This course is designed for a student who is already a rated pilot, but does not hold a helicopter/rotorcraft rating.

faa requirements:

- Hold a Private Pilot rating (other than helicopter/rotorcraft)
- FAA medical certificate
- Pass the FAA practical examination
- Log 20 hours dual flight instruction

course includes:

- 18.5 hours dual VFR flight training
- 1.5 hours solo flight training
- 15 hours ground instruction
- 10 hours pre/post flight

Part 61 ADD-ON RATING

75 clock hours / Course completion: 5 -12 weeks

This course is designed for a student who is already a rated pilot, but does not hold a helicopter/rotorcraft rating.

faa requirements:

- Hold a Private Pilot rating (other than helicopter/rotorcraft)
- FAA medical certificate
- Pass the FAA practical examination
- Log 40 hours of flight time including 10 hours solo

course includes:

- 30 hours dual VFR flight training
- 10 hours solo flight training
- 15 hours ground instruction
- 20 hours pre/post flight

objective:

This course is for the student who holds a Private Pilot Certificate in helicopter-rotorcraft. During this course the student will develop all of the skills and knowledge necessary to successfully complete the Commercial Pilot Practical Test administered by the Federal Aviation Administration (FAA). Upon obtaining this certificate, the individual will be certified to act as a commercial helicopter pilot. This course is a prerequisite for enrollment into the Certified Flight Instructor Course.

description:

The ground component of training will aid the student in gaining the knowledge necessary to operate safely as a commercial pilot within FAA guidelines. Areas of study will include the considerations of operating as a commercial pilot, including its privileges and limitations, and cockpit resource management. The student will also gain a more comprehensive understanding of the knowledge learned during Private Pilot training. The flight component of the course will give the student the skills to perform advance maneuvers such as running takeoffs, pinnacle and confined area operations, and will gain the skills necessary to operate the aircraft in off-airport environments. The student will also learn how to successfully respond to emergency situations by learning 180 degree auto-rotations and how to properly assess and respond to power-limited landing situations.

PART 141

204.5 clock hours / Course completion: 6 - 16 weeks

faa requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the FAA written knowledge test & practical exam
- Log 115 hours of flight, post Private Pilot

course includes:

- 100 hours dual flight training
- 5 hours dual IFR flight training*
- 10 hours solo flight training
- 32 hours ground instruction
- 57.5 hours pre/post flight (5 hours required)

*these hours carry forward and are counted towards the total time required to achieve the Instrument Rating.

PART 61

185 clock hours / Course completion: 6-16 weeks

faa requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the FAA written knowledge test & practical exam
- Log 150 hours of total flight time, including Private Pilot

course includes:

- 25 Hours dual VFR flight training
- 5 hours dual IFR flight training
- 70 hours pilot-in-command or directed solo
- 10 hours solo flight training
- 20 hours ground instruction
- 55 hours pre/ post (5 hours required)

PART 141 ADD-ON RATING

69.5 clock hours / Course completion: 5 - 12 weeks

This course is for the student who holds a Commercial Pilot Certificate but does not have a helicopter/rotorcraft rating.

faa requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- Hold a Commercial Pilot Certificate (other than heli/rotorcraft)
- FAA medical certificate
- Pass the FAA practical test
- Log 30 hours dual flight instruction

course includes:

- 27 hours dual VFR flight training
- 5 hours dual IFR flight training
- 22 hours ground instruction
- 15.5 hours pre/post flight

PART 61 ADD-ON RATING

102.5 hours / Course completion: 5 - 12 weeks

This course is for the student who holds a Commercial Pilot Certificate but does not have a helicopter/rotorcraft rating.

faa requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- Hold a Commercial Pilot Certificate (other than heli/rotorcraft)
- FAA medical certificate
- Pass the FAA practical test

course includes:

- 15 hours dual VFR flight training
- 5 hours dual IFR flight training
- 35 hours pilot-in-command
- 20 hours ground instruction
- 27.5 hours pre/post flight (6 hours required)

CERTIFIED FLIGHT INSTRUCTOR (CFI)

objective:

This course is designed for a student who already holds a Commercial Pilot Certificate. During this course, the student will develop all of the skills necessary to successfully complete the Certified Flight Instructor Practical Test administered by the Federal Aviation Administration (FAA). Obtaining the Flight Instructor Certificate prepares the student for employment as a helicopter flight instructor.

description:

During the ground component of this course, the student will gain an understanding of the fundamentals of instruction, including: effective communication, teaching methods, instructional aids, evaluation and critique of the student, and instructional planning. The student will also begin working on their instructor's notebook including the development of lesson plans. Flight lessons will teach the student how to control the helicopter while flying from the instructor's seat with a high level of proficiency. Throughout the course students learn to teach and simultaneously demonstrate the maneuvers as well as analyze, critique, and correct student performance. Students will practice performing maneuvers required by the FAA Commercial Pilot Practical Test Standards and how to perform and teach simulated engine failures to the ground (touchdown auto-rotations).

PART 141

77.5 clock hours / Course completion: 2- 10 weeks

faa requirements:

- Hold a Commercial Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass 2 FAA written knowledge tests & practical exam
- 25 hours flight instruction (minimum)
- 40 hours ground instruction

course includes:

- 20 hours dual flight training
- 5 hours full-down training
- 40 hours ground instruction
- 12.5 hours pre/post flight

PART 61

60 clock hours / Course completion: 2-10 weeks

faa requirements:

- Hold a Commercial Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass 2 FAA written knowledge tests & practical exam
- Pass the FAA practical test

course includes:

- 20 hours dual instrument flight training
- 30 hours ground instruction
- 10 hours pre/ post flight

PART 61 ADD-ON RATING

37.5 clock hours / Course completion: 2-6 weeks

This course is for the student who holds a Certified Flight Instructor certificate but does not have a helicopter/rotorcraft rating.

faa requirements:

- Hold a Commercial Pilot rating in helicopter/rotorcraft
- Hold a CFI rating (other than helicopter/rotorcraft)
- FAA medical certificate
- Pass 2 FAA written knowledge tests
- Pass the FAA practical test

course includes:

- 15 hours dual flight instruction
- 15 hours ground instruction
- 7.5 hours pre/post flight

INSTRUMENT RATING

objective:

This course is designed to teach a student how to competently operate and navigate the helicopter in less than VFR weather conditions and in accordance with IFR procedures. During this course, the student will develop all of the skills and knowledge necessary to successfully complete the Instrument Rating Practical Test administered by the Federal Aviation Administration (FAA). This course is a prerequisite for enrollment into the Instrument Instructor Rating Course.

description:

During ground lessons a student will gain the knowledge required to safely conduct an IFR flight including an understanding of IFR charts, cross-country planning, aircraft flight instruments and navigational equipment and IFR regulations. The flight component of the course will give students the skills necessary operate the helicopter safely within the IFR environment including the ability to perform instrument approaches, holds and IFR navigation.

PART 141

82.5 clock hours / Course completion: 6 -12 weeks

faa requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the FAA written knowledge test & practical exam
- 35 hours dual instrument time
- 30 hours ground instruction

course includes:

- 21 hours dual IFR flight training*
- 14 hours dual Instrument flight training device
- 30 hours ground instruction
- 17.5 hours pre/post flight

* 5 of these hours carry forward and are counted towards the total time required to achieve the Commercial Pilot Certificate.

PART 61

135 clock hours / Course completion: 6 - 12 weeks

faa requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the FAA written knowledge test & practical exam
- 40 hours dual instrument time
- 50 hours cross-country PIC

course includes:

- 20 hours dual IFR flight training
- 30 hours IFR PIC cross-country
- 20 hours dual simulated instrument training
- 30 hours ground instruction
- 35 hours pre/post flight

PART 141 ADD-ON RATING

42.5 clock hours / Course completion: 2-10 weeks

This course is for the student who holds a Certified Flight Instructor certificate but does not have a helicopter/rotorcraft rating.

faa requirements:

- Hold a Private Pilot & an Instrument rating in heli/rotorcraft
- Hold an Instrument rating (other than helicopter/rotorcraft)
- FAA medical certificate
- Pass the FAA practical test
- Log 15 hours dual instrument time (helicopter)

course includes:

- 9 hours dual IFR flight training
- 6 hours dual instrument flight training device
- 20 hours ground instruction
- 7.5 hours pre/post flight

PART 61 ADD-ON RATING

32.5 clock hours / Course completion: 2-10 weeks

This course is for the student who holds a Certified Flight Instructor certificate but does not have a helicopter/rotorcraft rating.

faa requirements:

- Hold a Private Pilot in helicopter/rotorcraft
- Hold an Instrument rating (other than helicopter/rotorcraft)
- FAA medical certificate
- Pass the FAA practical test
- Log 15 hours dual instrument time (helicopter)

course includes:

- 15 hours dual instrument flight training
- 10 hours ground instruction
- 7.5 hours pre/post flight

CERTIFIED FLIGHT INSTRUMENT INSTRUCTOR (CFII)

objective:

This course is designed for a student who already holds an Instrument Rating and Flight Instructor Certificate in helicopter-rotorcraft. During this course, the student will develop all of the skills necessary to successfully complete the Instrument Instructor Practical Test administered by the FAA.

description:

During the ground component of this course, the student will review the fundamentals of instruction, including: effective communication, teaching methods, instructional aids, evaluation and critique of the student, and instructional planning. The student will also begin working on their instrument instructor's notebook including the development of lesson plans. The flight component of this course will teach the student to control the helicopter while flying from the instructor's seat while performing IFR procedures. Throughout the course students learn to teach and simultaneously demonstrate the maneuvers as well as analyze, critique, and correct student performance. The student will practice performing maneuvers required by the FAA Instrument Practical Test Standards.

PART 141

37.5 clock hours / Course completion: 2 -10 weeks

faa requirements:

- Hold a Commercial, Instrument and Flight Instructor rating
- FAA Medical Certificate
- Pass FAA Written Knowledge Test
- Pass the FAA Practical Test
- Dual instruction for proficiency, no minimum

course includes:

- 15 hours dual instrument flight training
- 15 hours ground instruction
- 7.5 hours pre/post flight

PART 61

25 clock hours / Course completion: 2-10 weeks

faa requirements:

- Hold a Commercial, Instrument and Flight Instructor rating
- FAA Medical Certificate
- Pass FAA Written Knowledge Test & Practical Exam

course includes:

- 5 Hours Dual Instrument Flight Training
- 5 Hours dual simulator flight instruction
- 10 hours ground instruction
- 5 hours pre/post flight

PART 141 ADD-ON RATING

25 clock hours / Course completion: 1-3 weeks

This course is for the student who holds a Certified Flight Instrument Instructor certificate but does not have a helicopter/rotorcraft rating.

faa requirements:

- Hold a Commercial, Instrument and Flight Instructor rating
- Hold a CFII rating (other than helicopter/rotorcraft)
- FAA medical certificate
- Pass FAA written knowledge test & Practical exam

course includes:

- 5 hours dual instrument flight training
- 5 hours dual simulated instrument training
- 10 hours ground instruction
- 5 hours pre/post flight

PART 61 ADD-ON RATING

25 hours / Course completion: 1-3 weeks

This course is for the student who holds a Certified Flight Instrument Instructor certificate but does not have a helicopter/rotorcraft rating.

faa requirements:

- Hold a Commercial, Instrument and Flight Instructor rating
- Hold a CFII rating (other than helicopter/rotorcraft)
- FAA medical certificate
- Pass FAA written knowledge test & Practical exam

course includes:

- 5 hours dual instrument flight training
- 5 hours dual simulated instrument training
- 10 hours ground instruction
- 5 hours pre/post flight

MOUNTAIN FLYING

26.75 clock hours / Course completion: 2-3 weeks

objective:

This certificate course is designed to teach students the skills necessary to safely and skillfully operate helicopters in mountainous Class G airspace. The student will gain all the knowledge and skills necessary to successfully complete the Mountain Flying Certification Test as administered by the Federal Aviation Administration.

description:

Ground lessons discuss mountain weather, helicopter performance in mountains, geographic and aerodynamic hazards, the psychological aspects of mountain flying and survival techniques. The flight portion will focus on low altitude maneuvering, approach and departure procedures, high altitude confined flying, snow flying techniques (as seasonably available), off airport landings and emergency procedures.

faa requirements:

- Hold a Private Pilot rating helicopter/rotorcraft
- FAA medical certificate
- Pass the ULA practical examination

course includes:

- 10.5 hours dual VFR flight training (R44)
- 11 hours ground instruction
- 5.25 pre/post flight

EXTERNAL LOAD TRAINING

30.5 clock hours / Course completion: 2-3 weeks

objective:

This course is designed to teach the skills necessary to safely and effectively transport external loads in different scenarios. Students will gain the knowledge to successfully complete the External Load Test as administered by the Federal Aviation Administration.

description:

The ground portion of the class will focus on the basics of controlling a load, load rigging, safety procedures and an introduction to the Rotorcraft Load Combination Flight Manual. Flight training concentrates on flying aircraft with vertical and side references with no load attached, controlling helicopters with a 50' and 100' lines, and operating around pinnacles, ridgelines, and in confined areas.

faa requirements:

- Hold a Commercial Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the ULA practical examination

course includes:

- 15 hours dual VFR flight training (R44)
- 8 hours ground instruction
- 7.5 pre/post flight

ROBINSON R44 TRANSITION COURSE

12.5 clock hours / Completion time: 5 days

objective:

This course is designed to provide a helicopter/rotorcraft-rated pilot with a thorough transition to the Robinson R44 helicopter. Upon successful completion of this course, the student will have the knowledge and skill to competently operate the R44 as a pilot in command.

description:

The student will learn to perform normal and emergency procedures with an emphasis on flight characteristics unique to the R44 and on the performance and limitations of the helicopter. Upon satisfactory completion of the required lessons, the student will receive a written endorsement (required by SFAR 73) to act as Pilot in Command of the Robinson R44 helicopter.

faa requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the ULA practical examination

course includes:

- 5 hours dual VFR flight training
- 5 hours ground training
- 2.5 hours pre/post flight

TURBINE TRANSITION COURSE

16.5 clock hours / Completion time: 2-3 weeks

objective:

The student will demonstrate, through written tests, flight test, and appropriate records that they meet the skill and aeronautical knowledge to safely transition into a turbine helicopter. The student must demonstrate their ability to the level of the pilot certificate held.

description:

This course will allow the student to acquire the knowledge, skill, and aeronautical experience necessary for them to safely transition into a turbine engine helicopter. Students will be taught the procedures unique to the aircraft with introduction to and instruction on the controls and systems of the turbine engine helicopter. The procedures and skills include preflight preparation, normal procedures, emergency procedures, limitations and performance.

faa requirements:

- Hold a Private Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the ULA practical examination

course includes:

- 9 hours ground training
- 5 hours flight
- 2.5 pre/post

92.25 clock hours / Completion time: 10 – 30 weeks

objective:

The student will gain the necessary knowledge and skills to receive an endorsement to act as pilot in command of a Robinson R-22 or R-44 helicopter according to Special Federal Aviation Regulation 73 of 14 CFR §61.

description:

Students will be introduced to Robinson helicopter systems, flight manuals and emergency procedures. Special operational considerations and regulations will also be covered. In addition, the student will meet the hour requirements to instruct in a Robinson R-22 or R-44 helicopter in accordance with Special Federal Aviation Regulation 73 of 14 CFR §61.

faa requirements:

- Hold a Commercial Pilot rating in helicopter/rotorcraft
- FAA medical certificate
- Pass the ULA practical examination

course includes:

- 14.5 hours dual flight training
- 5 hours solo training
- 35 hours dual or PIC
- 10.5 hours ground instruction
- 27.25 hours pre/post flight

****NOTE** PRE AND POST FLIGHT BRIEFING HOURS / TIMES ARE SUBJECT TO CHANGE DUE TO THE ACTUAL LESSON COMPLETION TIMES PER COURSE.**

A & P — Airframe and power plant

AIM — Airman Information Manual

Auto-rotation — A flight condition in which the lifting rotor is driven entirely by the action of the air when the rotorcraft is in motion

Class B — Class Bravo, highly regulated and controlled airspace with heavy air traffic

Class C — Class Charlie, controlled with an air traffic control tower

Class D — Class Delta, controlled with part time air traffic control tower

Class G — Class Golf, uncontrolled airspace with no air traffic control tower

Controlled — The presence of a radio control tower and air traffic controllers

DA — Decision Altitude or Density Altitude

FAA — Federal Aviation Administration

FAR — Federal Aviation Regulations

I/A — Inspector Authorized

IFR — Instrument Flight Rules

ILS — Instrument Landing System

PIC — Pilot in Command

R-22 — Robinson R-22

R-44 — Robinson R-44

SFAR — Special Federal Aviation Regulation

SLCC — Salt Lake Community College

ULA — Upper Limit Aviation

Uncontrolled — The absence of a radio control tower and air traffic controllers

VFR — Visual Flight Rules